

turn for that increase, we got from the Government such a very reasonable price, as the Committee think we are entitled to ask for. There are many reasons that we might expect to get, and I have every reason to hope we may get, and that is the reason of our having that we did not mind an increase.

marked, "imposing and confidential." The object of that meeting was that Mr. Dudgeon, happens also to be your Vice-Chairman, took a journey to Peking as you know, and you may not know, but I know at very personal and incognito to himself. The object was to visit to Peking, and the result of Dudgeon's interviews with many high officials is, we hope, calculated to bear good fruit in the future. So far a reply has been made from the Doyen of the Ministry of Foreign Affairs, which is, as you know, a most hopeful. The more fact we are interested in the matter. I need tell you that Mr. Dudgeon is a man who is very broad subject from A to Z, and I am sure that man you could have sent to know that, that is, that

could he has done his very best. I have been
engaged in a very important work in his
favour to master this intricate subject.
I think you may be sure that all that
he does will be done by Mr. Dudgeon.
(Laughter). The only other matter in the
report that I think calls for any remark is
reference to the question of the fore-
man at Chelsof, and I need say no more
than that the matter has been settled in a
manner which, I presume, is satisfactory to
all.

proposed Ordinances before the Government of Hongkong referring to legislation relating to British shipping on the coast of China, regarding that I think I need not say anything more than that it has been withdrawn, it is a fortunate thing that the Government of Hongkong were able to advise the Home Government that it should be withdrawn, because it was a bill which would

borne very hardly upon British shipping, the expense of all other shipping represented in China. Whilst on the subject of Hongkong, I might mention the matter of the intention of the Government of Hongkong to continue a tax, as far as I know, was originally levied for a certain purpose, the provision of lights or lights for shipping. Seeing that

are rather flabbergasted to find that they are expected to continue the contribution. I have no hesitation in saying that that tax is very improper and unjust, and I hope that in the matter is fully considered the Hong Kong Government will see fit not to tax a man that visits that port, and not to rob a man of the proud title of being a free subject of a free and lightening the taxes

those who are properly concerned in the matter. Another matter I may mention is that there were certain rumours of proposed changes in the British Navy in China, and we were told in a manner that we thought sufficiently authoritative, that it was very probable that our smaller gunboats would be taken away and replaced by ships of larger calibre. I think it is more desirous of having a

It was only right that we should draw the attention of the Admiral to the fact that if these small ships were taken away, we should be deprived of their beneficial effect upon the officials of this country, many of whom could only have a sight of the flag by means of the vessels of light draught. As you will see, the Admiral promptly acknowledged receipt, and all

re is no doubt that the accounts have been overlooked. If that is so I think the Committee may be satisfied. Regarding the accounts, there is really very little to say. Last year I remember I called attention to the fact we had a small debit balance, and this year I am glad to call attention to the fact that we have a small credit balance, which is as it should be. Perhaps it

...programs, and a credit balance, can only be increased by an increase in the number of members, and whilst the membership is 152 I think it is not quite large enough. I hope you will all make endeavours to induce more British subjects to become members. That concludes I have to say on the report, but before I sit down to write to allude for

the moment to a subject referred to in the first
moment of last year—I mean the massacre at
hasang. Ever since this Association has been in
existence we have had a great deal to do with these
terrible atrocities that have occurred in different
parts of the country, and it was only in August,
1955, that we had to again come forward and
ask the whole community of Shanghai to come
and help indignation at what

ry well what was done, and regarding that I
ould like to read to you a telegram that we
eived, two days after the meeting. I think,
om Her Majesty's Minister, Sir Nicholas
onor. I will not read the whole of it but a
rt. "Her Majesty's Consul at Pootow has
nstructed to proceed at once under mil-
itary escort, in order to prevent any further
the scene of outrage to hold an

gistry with a view to the prompt settlement of the claims of the Chinese and the culprits concerned, high or low, and such satisfaction as is now possible." That was a telegram that was received from Her Majesty's Minister which proved him to be, I think, a warm, kind, feeling and sympathetic man, but Sir Nicholas O'Connor was also a great diplomatist, for I think he managed to keep all his nationals in China that he

maintain British interests in China, and he left the country loaded with perhaps the ghost honours it was in the power of a foreign Secretary to shower upon him. Mr. Phipps, who was the Consul then at Shanghai, was granted leave of absence and has gone home. Mr. Fitzgibbon, our representative in Shanghai, and the effect is that

"The British Consulate at Pootung has been intimating with that outrage have left China, at all events Foochow. And what has happened to the Chinese officials who were in Foochow at the time? Nothing has happened to them. We were told in this telegram that an enquiry would be held and they would be punished whether high or low, and when I called attention to this last year and asked if you had answered."

that question in the negative, I was supported by your cheers. I said then that I was proud the great healer Time would allow the British and American newspapers (to whom we are particularly indebted for their support) to reject the matter and allow it to fall out of our mind. But I think we should not allow the matter to be forgotten, and that is the reason I bring it up here, that my doing

"I will meet with your approval. (Pause, pause) I have nothing more to say. In allowing a little time to elapse in case anybody wishes to raise any questions I may, perhaps, be adopting a course which will be agreeable to you. (After pause) Then I beg to propose. That the report and accounts, as presented, be accepted and passed." The motion seconded.

The Chairman said the next order of business was the election of a Committee for the ensuing year. He and Mr. Talbot (Hon. Secretary) retired, and the names of Mr. J. L. Scott and Mr. J. O. P. Bland had been received to fill the vacancies thus created in the usual number. Losing Mr. Talbot the Committee were losing a very excellent Hon. Secretary (hear, hear), and said that next since the formation of

Mr. Douglas Jones seconded. In doing so he said that he could not help expressing very sincere regret that they were losing Mr. Campbell as a member.

any. He was sure the work they had both done, and the great interest they had shown all along, and the great interest in the affairs of the Association were worthy of their very hearty thanks. (Applause.) He had been going to say that he was in hopes that perhaps they might have been induced to resume their services, but apparently that was not to be, and therefore

their resignation.

The resolution for the election of the Committee was then put and carried.

NOTICE TO CONSIGNEES

NORDDREUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRUSSIAN".

The above-named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given before Noon. No Claims will be admitted after the Goods have left the Godowns, where they will be examined on WEDNESDAY, the 17th inst., at 3 P.M.

All broken, clamped, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELCHERS & CO., Agents.

Hongkong, 16th February, 1897. [7]

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

(MONTHLY SERVICE).

FOR SEATTLE, WASHINGTON, VIA

MOJO, KOBE, YOKOHAMA, AND

HONOLULU.

(Through Passenger Tickets and Bills of

Lading issued for the principal Cities in the

United States, Canada, and Europe, in

connection with the Great Northern Railway

and Atlantic Steamers.)

THE Steamship

"SAKURA MARU,"

Captain Brady, will be despatched as above

TO DAY, the 16th inst., at Noon.

Consular Invoices of Goods for United

States Points must be in Quai before Noon,

and one Copy should be mailed in the case of

the Freight Agent, Great Northern Railway,

Seattle, Wash., by the same date.

For further Particulars, as to Freight or

Passage, apply to

NIPPON YUSEN KAISHA,

Hongkong, 16th February, 1897. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched TO-MOR-

ROW, the 17th inst., at DAYLIGHT.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. First Class Saloon is situated

forward of the Engines. A Refrigerating Chamber

ensures the supply of Fresh Provisions

during the entire voyage.

A daily qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 16th February, 1897. [303]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain N. Nelson, will be despatched as above

on SATURDAY, the 20th inst., at

DAYLIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 16th February, 1897. [463]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND

SOERABAYA.

THE Company's Steamship

"FAUSANG,"

Captain N. Nelson, will be despatched as above

on SATURDAY, the 20th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 16th February, 1897. [463]

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the

above ports on SATURDAY, the 20th

inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,

Agents.

Hongkong, 13th February, 1897. [442]

FOR SINGAPORE, HAVRE, AND

HAMBURG.

(Calling at Naples for Landing Passengers if

sufficiently induced to do so.)

(Taking Cargo at through rates to ANTWERP,

AMSTERDAM, ROTTERDAM, LONDON, OROON,

LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"NIODE,"

Captain C. G. Pratt, will be despatched for the

above ports on SATURDAY, the 20th inst.,

at 3 P.M.

This Steamer has superior accommodation for

First and Second Class Passengers and carries

a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & CO.,

Agents.

Hongkong, 12th February, 1897. [426]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

(UNDER MAIL CONTRACT WITH THE

AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Palmer, will leave for the above

ports on or about 22nd inst.

For Freight or Passage, apply to

SANDERSON & CO.,

Agents.

Hongkong, 17th February, 1897. [5]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN DIRECT.

THE Company's Steamship

"KWEIYANG,"

Captain Osterberg, will be despatched as

above on THURSDAY, the 19th inst.,

at DAYLIGHT.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 16th February, 1897. [506]

VESSELS ON THE BERTH.

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STEAMSHIP AND RAILROAD

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to the Pacific Coast and to the INTERIOR AND

EASTERN CITIES OF THE UNITED STATES AND

CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table,

Doctors and Stewardesses carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on

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The Yellowstone National Park route.

Passengers to Europe may proceed by one of

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HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Services.

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